

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

PRICE 6D.

THE UNIVERSITY OF CHICAGO PRESS
5 EAST LEXINGTON AVENUE
NEW YORK, N. Y. 10017
1-800-638-2762
© 1994 by The University of Chicago Press
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without permission in writing from the University of Chicago Press.

MINING RECORD OFFICE, No. 5, SHORTER'S COURT, THROUGHTON-GRACE, CTY.—MR. HENRY ENGLISH, from the Southern office, in connection with the Mining Journal, Railway and Commercial Gazette, PROVIDES HIS SERVICES AS SHAREHOLDER AND MINER AGENT TO CAPITALISTS, and to the SUBSCRIBERS of that publication, and the MINING COMMUNITY. The general character of his work, and a full and complete knowledge of the resources, and the localities of the several adventures, lead him to ensure that business may be transacted, and information obtained, calculated to be beneficial to proprietors.

5, Shorter's court, Throughton-grace street, Aug. 15.

RAILWAY AND MINING SHARES.—Messrs. J. and G. MORRISON, 11, BIRCHIN LANE, CORNHILL, LONDON, undertake to afford all parties desirous of INVESTING OR PURCHASING in RAILWAY, MINING, OR OTHER JOINT-STOCK SHARES, every detailed information as to entries, returns, and future prospects of success, thus affording the opportunity of avoiding the heavy losses so frequently arising through injudicious and hasty purchases.

Parties residing any distance from the metropolis are particularly requested to put themselves in communication direct with Messrs. 利便社 (L.I.B.), whereby much time and expense may be saved - no charge being made when business is transacted.

IRON, TIN PLATES, WIRE &c. - WILLIAM FOX,
 MENTAL BROOMFIELD, No. 7, MARSHFIELD STREET, LIVERPOOL. OFFERS
 FOR SALE TO THE PUBLIC BY AUCTION OR BY RETAIL OF IRON, TIN PLATE, &c.
 From his knowledge of the trade, and his extensive connection with the principal
 manufacturers of the above articles, he is enabled to supply at all times the most
 extensive assortment with their convenience, in the best possible position as to price or
 quality. - W. Fox's charge of 6 to 8 per cent. on the value of the goods, upon transactions above
 £100, which that amount may be paid, - payable by bill or cash.

[illegible]

TO ENGINEERS, RAILWAY CONTRACTORS, MINING
AGENTS, INDEPENDENTS, AND OTHERS. **REPAIRING FIRE GRASS**
FOR MACHINERY AND ALLIES OF every description. **JOSEPH PERCIVAL'S IMPROVED**
ANTI-FRICTION GRASS is—after trials on machinery and valves of
every kind where economical friction is kept up—admitted to be the most useful, eco-
nomic, and least prejudicial of the kind ever offered in the patent.

[illegible]

MACHINERY OIL.—The PUREST VEGETABLE OIL,
for MA-CHINERY use, which remains fluid at the same temperature with
Lubricating oil, is now SOLD by EDWARD PRICE and CO., Belmont, Vauxhall, Surrey,
at 1s. 6d. per Imperial gallon.—cash.

CURRENT PRICES OF MATERIALS IN CORNWALL,
AS SUPPLIED AT THE PRINCIPAL MINE.

[illegible]

NOTICES TO CORRESPONDENTS

[illegible]

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JUNE 28, 1944

We return to the subject under consideration in our last week's Number—that of the motion of Lord H. Vane, for the repeal of the export duty on coal, which formed subject of discussion in the House of Commons, and afforded the opportunity, not only to his Lordship of delivering a lucid and argumentative address, in which was embodied much valuable statistical matter, but at the same time was the means of a display of Parliamentary ignorance on the part of the opponents to the measure which we can only wonder met with an patient a hearing.

To follow the noble Lord in his statements presented to the House, we feel to be unnecessary—while we may observe, with reference to our exports to France, that our colliery alone has lost the contract of supplying 27,000 tons annually; as, from the encouragement given by that country in the exploring and working the coal fields in Belgium, the latter now furnish the supply required, not only in this, but in numerous other instances.

As the least evidence of the injurious effect produced by the institution of this import duty, it is only necessary to direct to the comparative exports for the years 1933 and 1941, during which period no export duty was imposed, from which it will be seen, that in 1933 the quantity exported was 249,633 tons, while in 1941 it amounted to 1,300,794 tons, thus showing an increase of more than two-thirds, or an actual increase of 951,161 tons. Since the imposition of the export duty this progressive advance, however, has not been maintained, and hence a reduction in the demand for labour, as well as freight—inflicting an injury not only on the military proprietor and the shipping interest, but being the means of throwing thousands out of employment. The amount of revenue gained cannot for a moment be considered as commensurate with the injury sustained—the evil not being confined to the ships engaged in the coal export trade, but affecting the whole shipping interests, from the loss of freight, arising from competition and the want of employment.

We may here remark, that one of the best evidences of the ill effects produced from the operation of the tax is, that it is paid by the coal proprietor and the shipowner; and this is proved by the fact, that with an import of 2s. per ton, no increase has taken place in foreign ports—while it is notorious that the price of coal is even lower than it was previous to the passing of the measure. Now, it seems to be concluded, that a tax so exacted from a small portion of the community—far in excess of the certain benefits it is unjust and inequitable, and must tend to the encouragement of foreign enterprise, to the cost and sacrifice of home industry. Were my argument required to prove the beneficial results attending an open trade in coal, the vast increase in our exports since 1855, when the duty was imposed, affords conclusive evidence—while it has been clearly shown, that the less consumption of the tax has not only had a serious effect upon the demand, but has led to the expansion of the mineral resources of other countries.

In the course of the debate, the Hon. Member for Finsbury (who spoke in opposition) at the present moment, to express sympathy, and to indicate whether he wishes to vote in favor of the Amendment or the

operative colliers) thought fit to introduce the question of the "strikes," and to discuss more eloquently on the subject, so as to prove himself the poor man's friend. The hon. Member was, however, severely taken to task by Lord HOWICK, who observed, that while he felt a deep interest, and anxious desire that this unfortunate dispute should be adjusted, expressed, at the same time, his regret that it should be agitated in the House, it having no relation to the question at issue. Another subject mooted—equally irrelevant, although we admit of the first moment, *per se*—was the system observed in the north, as applied to limiting the vend, and thus, by a combination among the coalowners, keeping up the price, and limiting the supply. We admit that this is a serious matter, and we can only express our wish that Parliament could interfere; but, if such were the case, it would equally apply to the iron trade—not forgetting, at the same time, the compact body of tin and copper smelters, who, not exceeding some half dozen in number, rule the market as to the price they shall give the miner for his ore, or the price the consumer shall pay for the manufactured article.

But, to return to the question of the policy or impolicy of continuing the tax. We have the aid of civic magisterial wisdom brought to bear, in the person of Mr. Abi. CUMPHREYS, who, without expressing the slightest desire to relieve the London consumer of the city impost, expressed his wish to increase the export duty. The worthy Alderman, however, displayed far too shallow a knowledge of the subject to allow of his argument having more weight than that attached to his vote—for, unlike other worthy representatives, who occasionally argue one way, and vote another, the worthy Alderman actually voted for the continuance of the tax; and thus the hon. Member for Montrose (Mr. HUME), who voted on the other side, and who was as discursive as usual (very arithmetical, but, at the same time, only slightly logical), were found placed in juxtaposition.

In conclusion, we can only express our regret that Ministers should have resisted the motion. They have changed their ground, for it is but a short time since they claimed the tax alone as necessary, from the exigencies of the State—whereas, with a surplus revenue, they determine on retaining it, sensible, as they must be, of the injury it is calculated to inflict—while the circumstance of its bearing heavily on only one portion of the traders is in itself a strong argument in favour of its repeal.

The other questions touched upon—that of combination on the part of the coalowners, with the object of keeping up prices, and the strike of the working collier—are in themselves too important to be treated otherwise than in a separate article; and we shall not fail to lay before our readers the opinions of others, or the arguments advanced in support of, and against, the system. We hate monopoly—but we are no friends to an improper interference on the part of the Legislature with private undertakings.

OUR RAILWAY SYSTEM—PROPOSED GOVERNMENT INTERFERENCE.

The Fifth and final Report of the Select Committee on Railways, together with the voluminous body of evidence on which that report is founded, has at length been laid on the table of the House of Commons; and, whether we consider the general importance of the subject, the extent and variety of the topics discussed, the great pecuniary interests at stake, or the novelty of some of the doctrines therein branched, we cannot but consider that a very important epoch in our railway system has arrived, and that changes are about being introduced which were but little contemplated by any party some few months since. We do not mean to say—now, indeed, do we believe—that Government propose doing any injurious to railway proprietors; but the report recommends a degree of interference with railway management on the part of the Board of Trade which we cannot but think will be in the highest degree unsatisfactory to the railway proprietors in general—perhaps we may be mistaken, and we shall rejoice to find it so. But this interference is not all; in the recommendation of the committee is contained the germ of a principle which, if allowed to be fully developed, will eventually transfer all railway property in the kingdom from companies to the State. We certainly should have wished that the committee had been a little more clear in their opinions, and definite in their mode of expression, on this all-important point; they should either have left the subject untouched, or examined it thoroughly—a slight notice was worse than no notice at all—and such, we have no doubt, will be the result in the present case.

It appears, from the evidence, that Government has been for some time in correspondence with the principal representatives of the railway interest, for the purpose of obtaining their consent to the introduction of a bill into Parliament of which the following is an outline:—First, Every company to afford at least one conveyance daily, by coverings protected from the weather, at a speed not less than twelve miles an hour, including stoppages, and at fares not exceeding 1d. per mile. The Board of Trade was to have discretionary control over the trains, as regards the time of starting, nature of accommodation, arrangements with connecting lines, and other points of detail, subject to the above general principles. Children up to a certain age to be taken gratis; and accommodation to be provided for all traffic that may present itself.—The next privilege the Government wished to be conceded was, that of revision at the end of twenty years from the complete opening of the railway—if the rate of profit then for the preceding five years has been fully recovered on the paid up capital beyond what under present circumstances the company may fairly look to. The first at which the proposed revision was to take place varied from 10 to 19 per cent., according to the dividends which the companies are now

aying. If the right of revision should be exercised by the Government, he declined to be guaranteed, or Government to have the option of buying up the line at twenty-five years' purchase on the great dividend.—The third principle which Government inspired was, any reasonable facilities that might be pointed out by the Post office, War office, &c., as improvements on the present mode of conducting the public service.

In return for all these concessions, Government proffered—1st, that competing lines should be discouraged; 2d, compensation, housing, &c., should not be objected to; 3d, facilities given to the passing of bills, and the deposit reduced from 17 to 5 per cent.; 4th, recognition of the principle that railway companies only be taxed on tolls, or on taxable value of their road property; 5th, remission or reduction of the 5 per cent. duty on third class passengers, carried at or under a penny per mile.

Only one-third of the evidence taken before the committee was relating to the practicability of this plan, which has ended in a total failure, and was entirely abandoned by the committee. The great point that seemed to be relied on by the Board of Trade, to induce the companies to accept the proposed terms, was the fact—"the encouragement of competing lines." But it was found totally impossible to decide what was a competing line. Mr. Hume, a first-class authority on such matters, gave his opinion that general declaration of that nature could never be carried out. He thought "one of those declarations which Parliament might not feel bound to make to, and which a new Parliament, a flourishing body, might think right to say public chambers to also." Mr. Hume, secretary to the Great Western, "thought the strength to interfere at all would be other interests than otherwise." He thought "no good distinction could be drawn." In regard to lowering the fare to a penny per mile in covered carriages, the great companies claimed it would be ruinous to them, as it would draw off so much of their second-class traffic, in which the fare paid double that amount. It was further contended by many parties, that such a change would affect so good, except in a few cases, for the working classes; and in some cases it would be injurious. Mr. Hewlett, Esq., "thought it would prevent the establishment of new rail lines than we have to open carriages." It was further shown, that, with but a few exceptions, all the railways in the kingdom carried passengers at very low rates, and many work less than a penny per mile, and it was, therefore, unreasonable to expect that the companies who would lose largely by the adoption of this condition, should be placed on the same footing as those companies which lost little or nothing.

But the great principle on which the Board of Trade scheme was founded, and mainly relied on, was the right of revision. Nothing could be clearer or more conclusive than the evidence of Mr. SANDERS on this point proving the utter impossibility of carrying out such a plan. He was asked by the committee—"Would it not be necessary that the accounts be properly audited each year by an independent party?" In reply, he said such would be necessary—that it would be a most violent and unheard-of interference with railway property—and, in fact, to render it efficient, Government would have to control the whole expenditure of the company. Another witness justly observed, that when once a company obtained the pivot, and obtained a guarantee of the dividend from Government, the company's responsibility was at an end—there was no inducement to good management, or fear of evil results from bad management, as the parties interested with the management had nothing to do either with the loss or gain.

As the committee have not recommended the Board of Trade scheme, it is unnecessary going further into the matter—it could never be adopted in this country; the principle is most unsound. When a party invests money in a speculation, they have a right to every farthing which it may produce; if it turns out bad, their money is lost, and, if it be profitable, why should they not have all the gain? Besides, to give any branch of Government the right of prying into the accounts of companies, for the purpose of controlling their expenditure, would be a system as totally un-English, that it never could be tolerated for a moment in this country.

The Board of Trade project having been abandoned, the committee took into consideration the plan of Railway Reform, to which we have, on several occasions, directed the attention of our readers, most of whom will, no doubt, remember its leading features, which may be briefly described as follows:—1. The purchase of all the railway property in the kingdom by Government for the State, at its fair market value. 2. The consolidation under one general management. 3. A low and uniform scale of fares and charges over the kingdom, to the following rates—per mail train two pence per mile, travelling at thirty-five miles per hour; and by the ordinary passenger trains from one halfpenny to half a farthing per mile for each passenger. Mr. GALT, the author of the pamphlet, was examined at great length by the committee, as to the details of his plan, and the data on which he depended, to bear him out in his proposition—that such a reduction in fares as he proposes (one-sixth of the present average charges) could be made without loss to the country. Without going into detail, we may state, in a general manner, his views—he contends that the locomotive power at present in use on railways is amply sufficient to perform *quadruple* its present work, and that as passengers increase in nearly the same proportion as fares are reduced, that power would be fully employed which is now going to waste. The profit which would accrue to the Government from the present system would be upwards of a million sterling—viz., the difference between Government purchasing at the present market price, which would pay 4l. 7s. per cent., and paying stockholders at 3 per cent.; to this he adds the presumed value to Government of fully carrying out Mr. ROWLAND HILL's Post Office Reform—using all the railways for that purpose to the full extent the wants of the country require, and also carrying troops, stores, &c. Mr. GALT calculates there would be about a million and a half sterling to meet the difference caused by the low charges; he also calculates on a great saving by the consolidation of all the railways under one management.

Captain LAWS (as manager of the Leeds and Manchester Railway) is strongly in favour of Government purchasing up all the railways. He was examined by the committee at considerable length. He "considers that great economy would result in the management of railways from the consolidation in the hands of Government." He considers a reduction in the present fares of 25 per cent. would be sufficient. The evidence of Mr. GALT, Mr. HUDSON, and Mr. ROWLAND HILL, on this subject, we shall shortly again revert to. We cannot at present express any opinion. The necessity of change which is here proposed would require to be supported by the most unanswerable argument, before the Legislature would be justified in adopting it.

SMOKE PACHINTION.—Mr. Mackinnon's bill to abolish the nuisance of smoke from furnaces and manufactories, which has been amended by the committee, was printed on Thursday last. It contains twenty-four clauses, and its object is *professedly* to prevent "great loss of fuel which arises from the mismanagement of furnaces and manufactories," and, as is further alleged in the preamble, is productive "of much injury to the health and comfort of the people," which could be remedied by proper care and attention. It is proposed to appoint in sessions an "inspector of smoke nuisances," which office may devolve on a police-officer, without an additional salary; that after March next no opaque smoke is to come from the chimneys of "any furnace," between 6 a.m., and 7 p.m., longer than twelve minutes in any three consecutive hours for one furnace, and so on in proportion. Collieries, molars, and iron-works are to be exempted. For a first offence a fine of 5*l.* is to be imposed, and so on to 20*l.*, to be recovered before two justices. The bill is not to affect nuisances at common law, but provides for the hearing of complaints in the manner mentioned, in compelling witnesses to appear, and in levying distresses for penalties imposed. By the sixth provision it is declared that until the 1st of March, 1847, no person shall be liable to be convicted of any offence under this Act, unless he had been served with previous notice by the "smoke inspector" to abate the nuisance.

IMPROVEMENTS IN VOLTAIC ELECTRICITY.—Lieut. Barlow, the present executive engineer officer, at Spitalhead, who conducts the operations with as little zeal, intelligence, and activity, than his able predecessor, has tried numerous experiments in the firing of gunpowder by the voltaic battery, partly with the service charges used in breaking up the timbers of the wreck, in the case not usually exceeding from 24 lbs. to 32 lbs. of gunpowder, and partly with small experimental charges of a few ounces, by order of Gen. Pasley, who wished to carry out Lieut. Hutchinson's ingenious plan of firing submarine charges by one conducting wire only, instead of two, using the water of the sea to complete the electric circuit. In these experiments Lieut. Barlow first found that it was unnecessary to put down a piece of wire with zinc plates attached to it from the voltaic battery into the water, as had been done by Lieut. Hutchinson, for the circuit was equally good when the wire alone was used; and on repeating these experiments in Gen. Pasley's presence, the correctness of this principle was sufficiently proved, but a difficulty occurred, which had not been experienced before—viz., that it required two plate batteries of ten cells each, to fire a charge at the distance of 200 feet, with the single wire, whereas one of Prof. Daniell's batteries of eight cells only, which is inferior in power to a plate battery of ten cells, had always fired submarine charges instantaneously in former years by the double wire, which circumstances had not been adverted to by Lieut. Barlow, as this was his first season. Gen. Pasley, therefore, concluded that firing charges with one conducting wire, instead of two, might diminish the power of voltaic electricity more than had been supposed last year, when this change was introduced so very late in the season, that there was not time to investigate the result of it in all its bearings; and, consequently, he directed that two conducting wires on reels, the same that had failed in igniting a charge when attached singly to less than a twenty cell plate battery, should be attached to one plate battery of ten cells, on the original principle used at Chatham and Spitalhead, from 1836 to the middle of 1843 inclusive, so that these two wires, well insulated, connected that battery and a charge at the bottom, without travelling to the water. On adopting this arrangement, instantaneous explosion took place, as soon as the circuit was completed. Thus the double metallic circuit was proved to be the best for firing gunpowder, whether underground or under water, and will so such be constantly used in all future operations; though for the purpose of an electric telegraph, which requires wires to be laid for many miles, and which needs infinitely less power than is necessary for the firing of gunpowder, water or moist sand, especially the former, may be said to advantage for completing the circuit, in combination with one wire only, extending the whole length of the telegraphic line.

A French, M.A.—The scientist would be always bringing forward some reason for the advancement of the cost of the world.—But the Paris Academy of Sciences, at its late meeting, was occupied with a subject that must have led, if the report eventually prove to be correct. A letter was received and read to the Academy from M. B. Babinet, containing a statement that in the south of France of "the last year" a discovery of a substance, but of a different nature, had been made. It was a substance of a kind that has been found in the past, but in the first time that a specimen of it had been found, it was found to be a substance of that kind. It further appears that the French Academy seemed to be "rather surprised" on this subject, but that from representing any opinion, until M. Babinet should have sent some information, or, as we might say, introduced his subject into the Academy.

[FROM CORRESPONDENTS.]

MINING FOR COALS IN SPAIN. 

X

IMPORTANT IMPROVEMENT IN DRESSING THE AURIFEROUS PYRITES OF NEW GRANADA, &c.

IMPORTANT DISCOVERY IN ELECTROTYPEING.—At the late national exhibition of products of industry at Berlin, groups of metal attracted much notice, which have been prepared by the above new process. They exhibit all the colours of the life in a most striking and glowing manner; so much so, that any piece of metal, or any object made of metal, may be imbedded with that hue of colour. Some of the technologists of Berlin say that the scientific community should give the art to their brethren (as, at least, we mean) in the new manner; but, besides, that this was merely obtained by mechanical means. Their colours were brief and soon faded away, while those produced by the electro-chemical process are more brilliant and very durable. It is not known whether the inventor will take patent for Prussia; but the discovery is so valuable that we hope, however tardily, could greatly aid it.

ON THE PROBABLE VARIATION IN THE PRODUCTION OF THE FAN.

GRAND MEMOIR OF RUSSIA.—In the House of Commons, last night, Mr. Walsingham moved, that no hostile address be presented to her Majesty, praying that she would be graciously pleased to give directions that there be laid before this House, through the medium of her Majesty's Ambassador, or other diplomatic agent at the court of Russia, an account of the proceeds in gold of the workings of the mines in Siberia and other parts, carried on upon account of the Crown and of individuals, from 1830 to 1842 inclusive—which was agreed to.

(FROM A CORRESPONDENT.)

X REVIEWS.

This volume, which has just issued from the press, claims from us an introductory notice this week—the lateness of the period when we received it providing more than a cursory glance at its contents, and the numerous statistical details and tabular matter with which it abounds.

The work is highly interesting in person, so far as we have been able to judge from the several pages we have considered; and we doubt not but that its extensive circulation will attract the author to publish a second edition, which we eagerly will not be the last. The composition, and whatever that our readers would not be perfect. We should wish, in a future edition, a table of contents, and not a mere index; the latter is not sufficiently comprehensive; and, from the arrangement of the matter in accordance with the classification the author has adopted, much labour is required to arrive at full information on any particular subject.

THE GREAT EASTERN RAILWAY.—This undertaking has been designated as the ablest services of the indefatigable secretary, W. H. Broad, Esq., who has required, unhesitatingly, so constant and confidential appointments in London. His exertions, not only in promoting the railway, but also in the course of Falmouth Harbour and the docks, will not soon be forgotten; and we should almost be inclined to regret the good fortune which removes him from among us, did we not believe that he will have the pleasure of seeing us collectively in London, and know that he has given us a glimpse of his private life.

Yunnan and Szechwan, and Yunnan and Chensiwan, has been distributed at the Chamber of Deputies. The committee has nearly unanimously decided itself in favour of this double line, and approval of the measure is almost unanimous. The committee has also decided to send the two construction contracts on one side to the Chinese, and on the other to the countries of the East and the West. It must thus be decided whether to be taken, with their branches, within two months, the committee proposes that the Ministry of Public Works should be authorized to lay down the rails of the proposed section, from Chienchi to Yunnan, making a grant for the purpose to the amount of 6,000,000, where there would be a greater chance of obtaining proposals for the whole.

person situated at 270 Madison in the United States Circuit Court, against Moore, D. and W. Felt, claimants, of New York, for their infringement of the plaintiff's patent for making blue printing fluid for ink, and other coloring purposes. It appeared that the defendants had made the article charged to, or in violation of, that made by the plaintiff, and used it on the article made by him, but they denied that they made the first article of it, or used it on any printed or other commodity of the plaintiff. Much evidence was introduced, and the jury found a verdict for the plaintiff for \$2,000, which is to be paid in three payments by the week.

